

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

Zelman Retail Partners, Inc. has submitted an application requesting City approval of the proposed Burbank Empire Center project, a mixed use development project. The City of Burbank is preparing a Draft Environmental Impact Report (DEIR) on development of the master planned Burbank Empire Center project of up to 1,057,800 square feet (sf) of office use and associated parking, 763,274 sf of commercial uses, and 130,700 sf of fast-food and restaurant uses (Development Option A) on the approximately 101 acre parcel formerly occupied by Lockheed Martin manufacturing facilities. During preparation of the Draft EIR, three variations of the originally proposed development (addressed as project alternative D-1) were selected by the applicant for further analysis, and one of these was selected as the preferred project option. These development options have been formally submitted by the applicant to be addressed at the same level of detail as the previously preferred project. Therefore, the DEIR will be prepared with the following three additional project options:

- Development Option D1-A; a 598,319 sf retail center, two hotels with a total of 350 rooms, 600,000 sf office center, and 255,000 sf auto sales and service;
- Development Option D1-B; a 598,319 sf retail center, up to two hotels with a total of 350 rooms, a 110,000 sf office center, 255,000 sf auto sales and service, and a 300,560 sf studio complex and associated parking for these uses; and
- Development Option D1-C; a 599,578 sf retail center, a 155,804 sf retail warehouse store (Costco), up to two hotels with a total of 350 rooms, a 600,000 sf office center, and 86,100 sf auto sales and service. Development Option D1-C is the preferred project.

The resulting four development options bracket possible mixed use commercial and office development scenarios; Development Option A is the more intense development option with the highest traffic generation; Development Option D1-B is the least intense development with fewer total vehicle trips; and Option D1-C is similar to D1-A. Mitigation for each of the development options is virtually identical. In order to mitigate project and cumulative traffic impacts at the existing intersection of Burbank Boulevard, Victory Boulevard, and Victory Place (locally known as the “Five Points” intersection), the project includes realignment of Victory Boulevard to connect with Burbank Boulevard, west of the existing Five Points intersection. Each development option also includes construction of a 15,000 sf electrical substation. Other project related infrastructure including reclaimed water distribution lines, water service lines, sewerage, and drainage improvements are included for all options. The City of Burbank is considering the proposed development project (the four Development Options), the realignment of Victory Boulevard, and several discretionary actions to implement the development, described in detail in the following sections in this chapter.

3.2 PROJECT LOCATION/SITE CONDITIONS

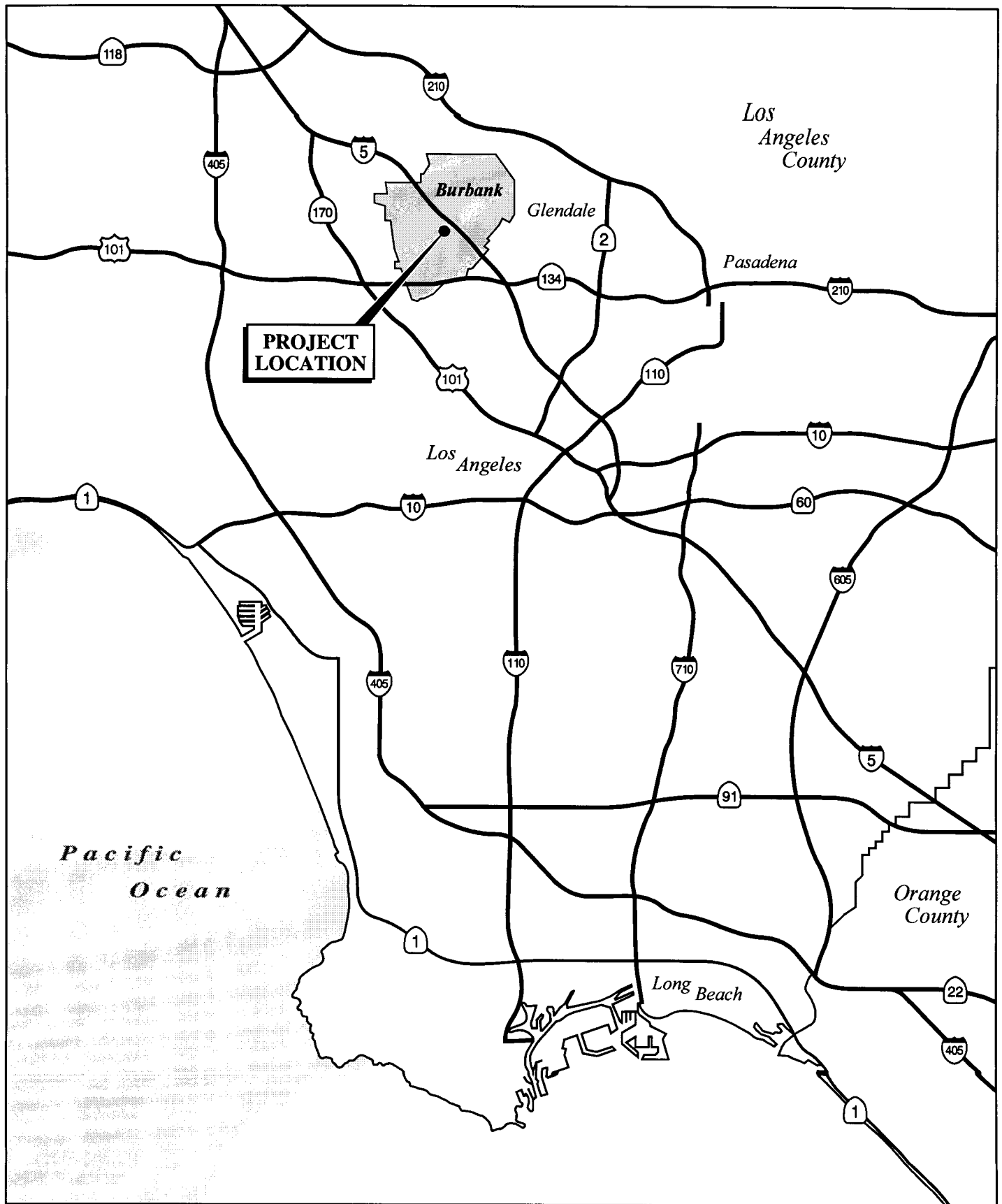
Located within Los Angeles County in the City of Burbank (see Figure 3.2.1), the project site is composed primarily of two large parcels that were formerly Lockheed Corporation industrial manufacturing facilities known as the B-1 and the B-199 sites. In addition, several parcels fronting on Victory Boulevard, Victory Place and Burbank Boulevard have been included in the project to facilitate realignment of Victory Boulevard. The project site is situated in central Burbank, generally west of the Golden State Freeway, between Buena Vista Street and Victory Place and Victory Boulevard and Empire Avenue. The overall size of the development site is approximately 103.24 acres, including parcels to be acquired to effectuate the realignment of Victory Boulevard. See Figure 3.2.2 for the vicinity map.

The B-1 site is predominately bounded by a railway line (Union Pacific Railroad) (Coast Line) on the south, Empire Avenue on the north, Buena Vista Street on the west, and the Golden State Freeway and Union Pacific Railroad (Valley Line) on the east (Figure 3.2.3). The surrounding area is made up of a mixture of land uses. Across Empire Avenue are one and two story business office/industrial buildings and a restaurant. Approximately 100 feet south of the project site, across the Union Pacific Railroad (Coast Line) track, is an area of single family (one story) residential houses interspersed on some streets with multifamily housing. The B-199 site lies to the southeast of the B-1 site, south of the railroad track, to Victory Boulevard and Burbank Boulevard, including a reconfigured intersection of Victory Boulevard and Burbank Boulevard. The B-199 site is adjacent to a single family residential area on the west side, industrial and office uses on the east, and commercial/retail to the south across Victory Boulevard. The B-1 and B-199 parcels are shown in Figure 3.2.3, Development Parcel Locations. The overall size of the two Lockheed parcels combined is approximately 101 acres. With the addition of realigned Victory Boulevard, vacation of a portion of Victory Boulevard, and residual parcels fronting on Victory Boulevard and Burbank Boulevard, the total size of the development is approximately 103 acres.

The B-1 and B-199 sites have been analyzed for hazardous materials deposited on the properties from manufacturing operations, storage and spillage since the 1940s. The B-1 site has been cleared of all structures and is vacant except for an operating soil contamination removal system. A Vapor Extraction System (VES) plant is located at the intersection of the Union Pacific Railroad and Victory Place. The site is on the State of California Cortese list of contaminated sites and is an United States Environmental Protection Agency designated "Superfund Site." The B-199 site has undergone contamination removal, and is currently vacant with no activity occurring at the site at this time. One other improvement remains on the site, the Lockheed Channel, crossing the B-199 site and the southerly portion of the B-1 site (City of Burbank storm water drainage channel).

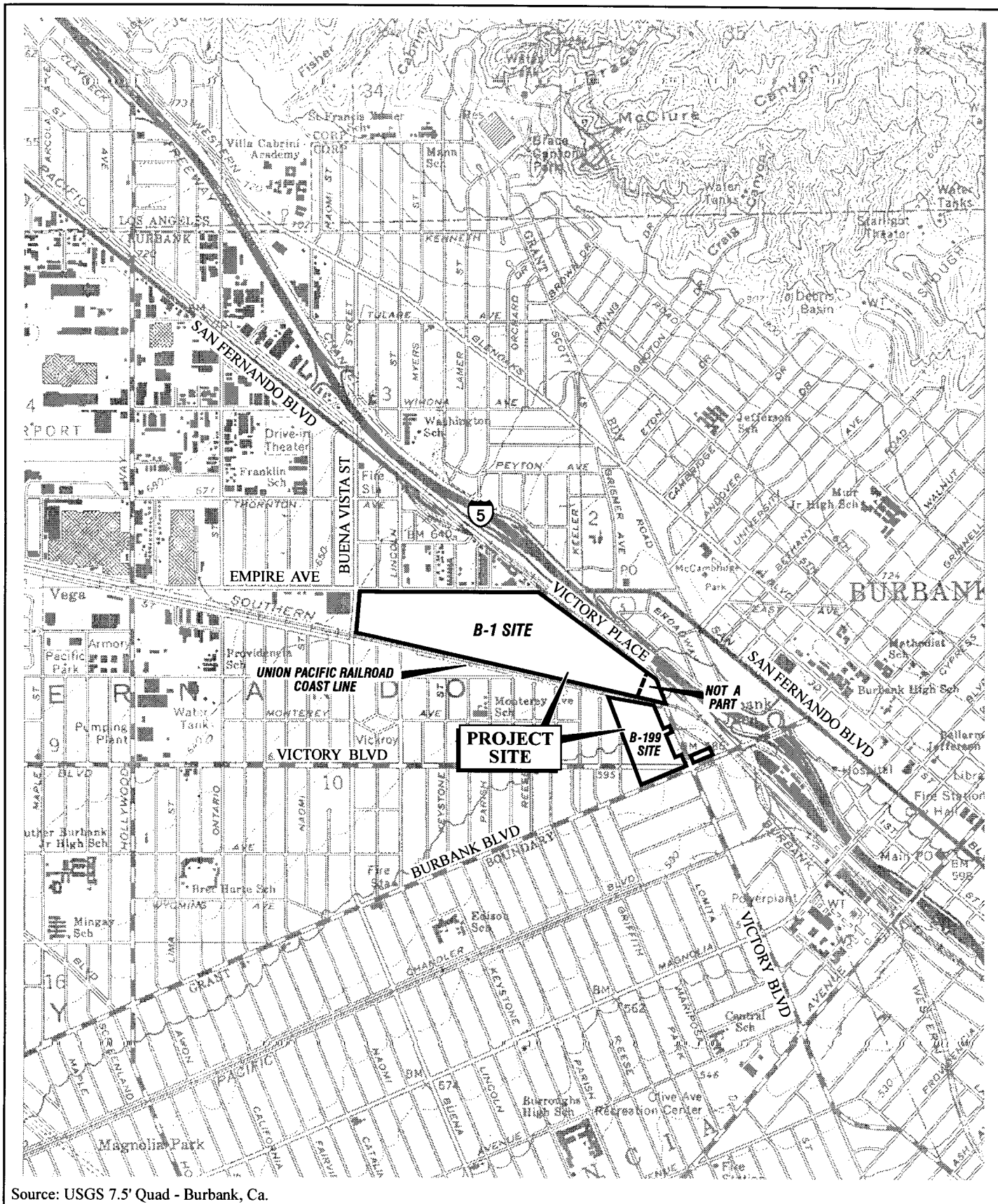
3.3 PROJECT CHARACTERISTICS FOR DEVELOPMENT OPTIONS

The proposed project provides for four development options, developing the site with new structures and uses on the former Lockheed B-1 and B-199 sites, now mostly vacant. Also included as part of the project site are several parcels fronting on Victory



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Figure 3.2.1



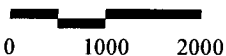
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Figure 3.2.2

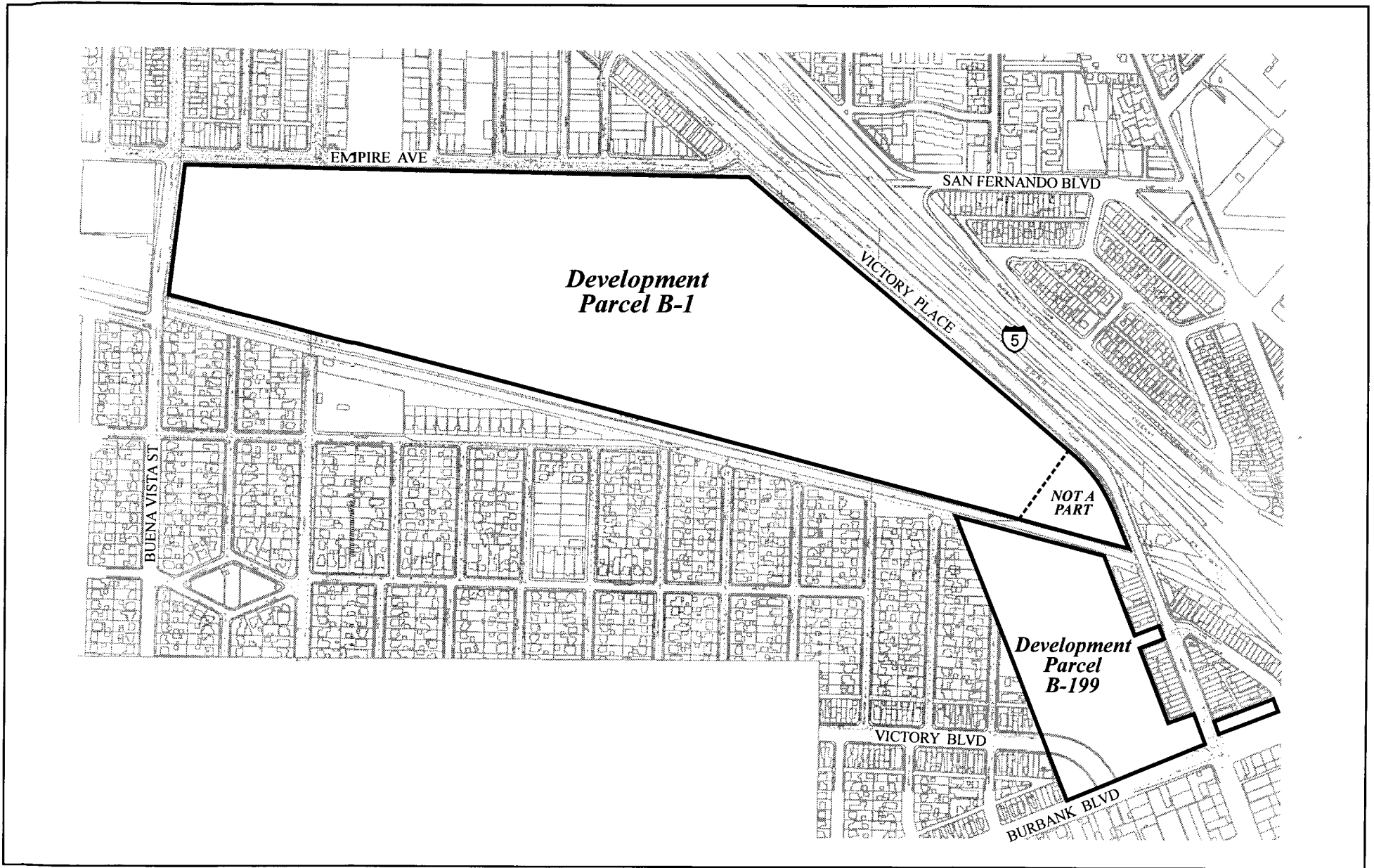


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Scale in Feet



Vicinity Map



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Figure 3 .2.3

Boulevard, Victory Place, and Burbank Boulevard. The proposed project will be one of the four similar development schemes presented in this EIR as Development Options A, D1-A, D1-B, and D1-C. As indicated in the introduction, Development Option A is a mixed use commercial/office development program with marginally higher trip generation than Development Options D1-A, D1-B, and D1-C. Development Options D1-A and D1-C are within the “bracket” formed by Development Options A and D1-B. These Development Options are described below and are analyzed at the same level of detail throughout this EIR.

Development Option A is generally planned in three land use areas, as shown in Figures 3.3.1 and 3.3.2. Option A would provide up to 1,057,800 square feet (sf) of office use and associated parking, 130,788 sf of neighborhood commercial, 662,236 sf of retail uses, and 130,700 sf of fast-food and restaurant uses on the approximately 103 acre parcel. Note, there are no auto sales in this option.

Development Option D1-A would provide a 598,319 sf of retail uses, two hotels with a total of 350 rooms, a 600,000 sf office center, and 255,000 sf auto retail sales. Figures 3.3.3 and 3.3.4 indicate the conceptual site layout and specific site plan for Option D1-A.

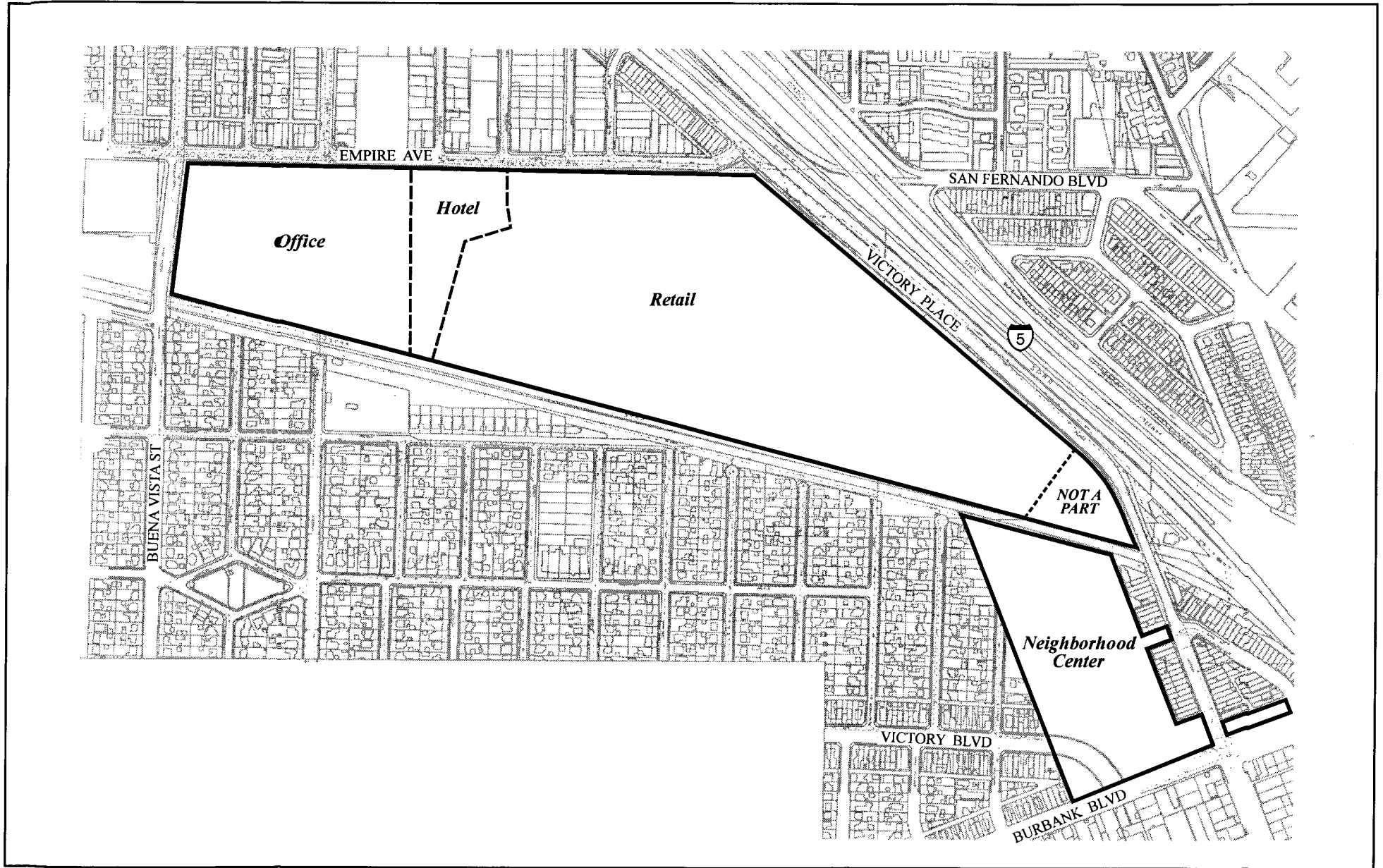
Development Option D1-B would provide up a 598,319 sf of retail uses, two hotels with a total of 350 rooms, a 110,000 sf office center, 255,000 sf auto retail sales, and a 300,560 sf studio complex. Figures 3.3.5 and 3.3.6 indicate the conceptual layout of uses and specific site plan for development of Option D1-B.

Development Option D1-C would provide a 599,578 sf retail center, a 155,804 sf (Costco) warehouse store, up to two hotels with a total of 350 rooms, a 600,000 sf office center, and 86,100 sf auto sales and service. Development Option D1-C is the preferred project. Figures 3.3.7 and 3.3.8 indicate the conceptual layout of uses and specific site plan for development of Option D1-C.

A 15,000 sf electrical substation is proposed within the site to serve the development and off-site users. All development options include the electrical substation.

The Lockheed Channel may be reconfigured or replaced underground in a larger box culvert to accommodate the selected project. The two options for Lockheed Channel, 1) leave it alone, without change or 2) maintain capacity using a box culvert, with development over the channel on the B-199 site, will be the same for each Development Option. Downstream conditions would remain unchanged.

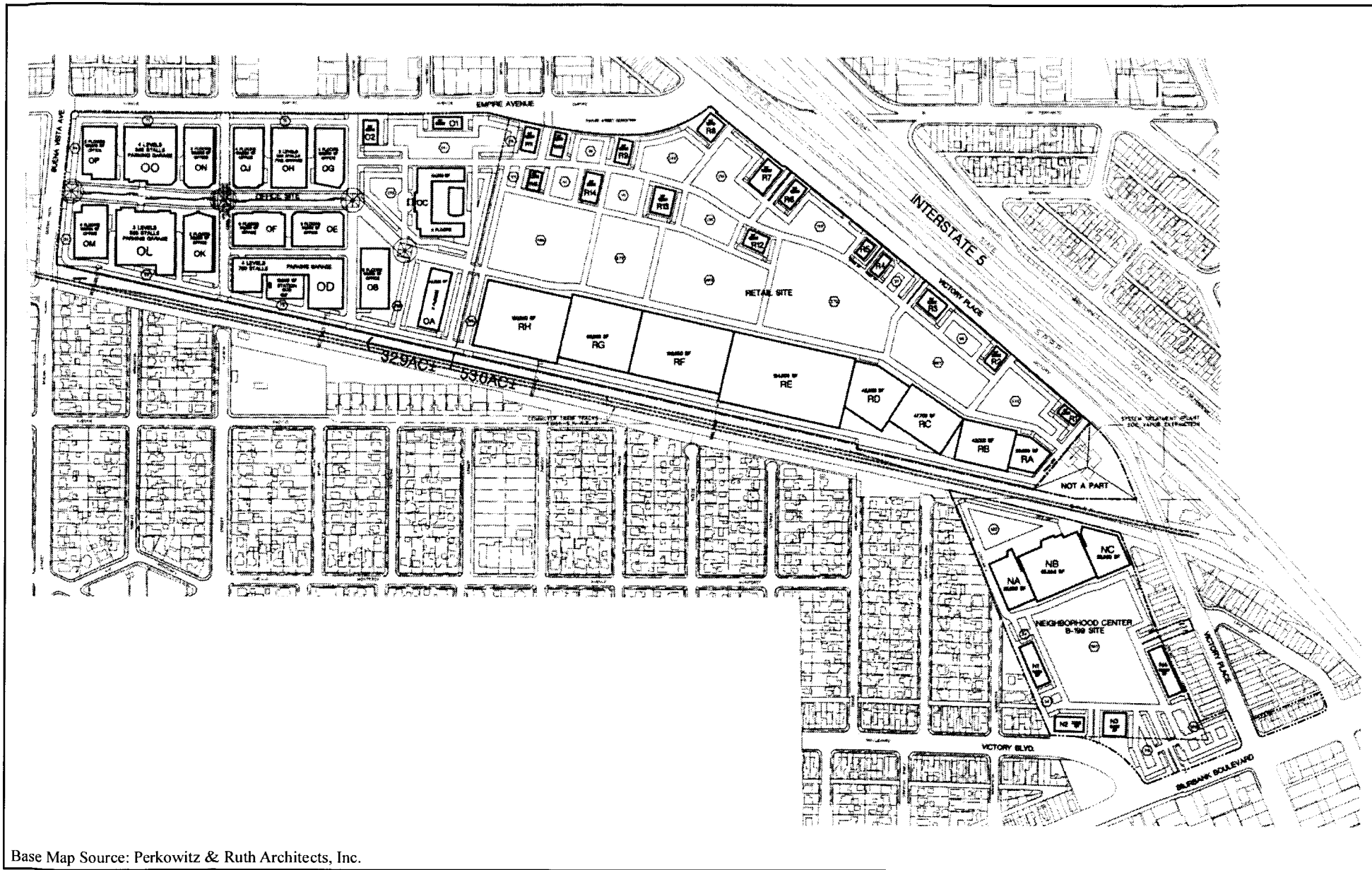
Substantial soil testing has occurred on the site over the past ten years including, most recently, a soil gas testing program. A minimum of one soil gas (sg) test was performed for each acre of the approximately 100 acre Lockheed Plant B-1 site. The locations of such soil gas vapor probes are numbered SG-1, SG-2, SG-3, and so on, across the site and are mapped (see Section 4.11). The following project components pertain to protecting human occupants from possible residual contamination at the site:



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Figure 3.3.1



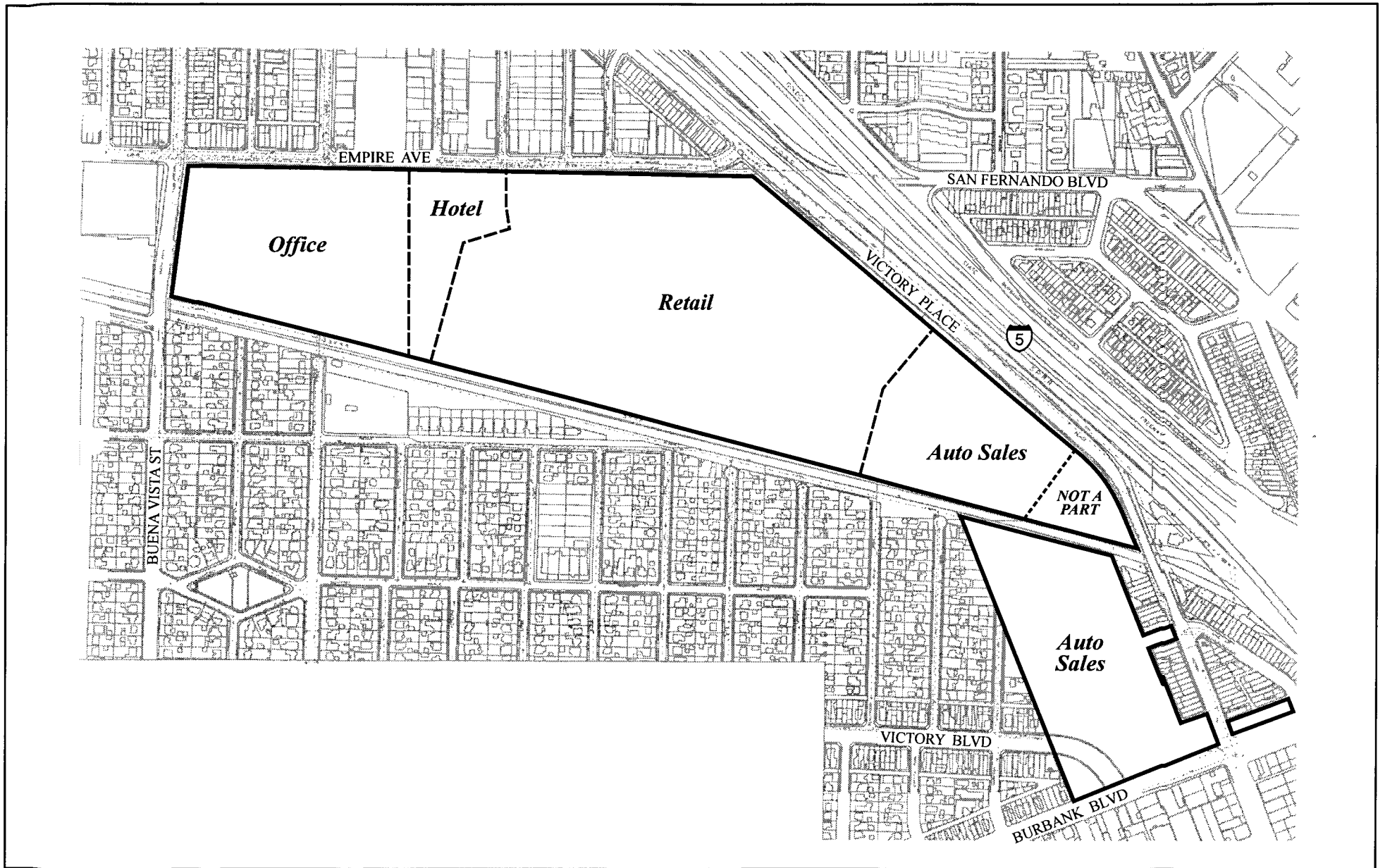


Base Map Source: Perkowitz & Ruth Architects, Inc.

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Figure 3.3.2

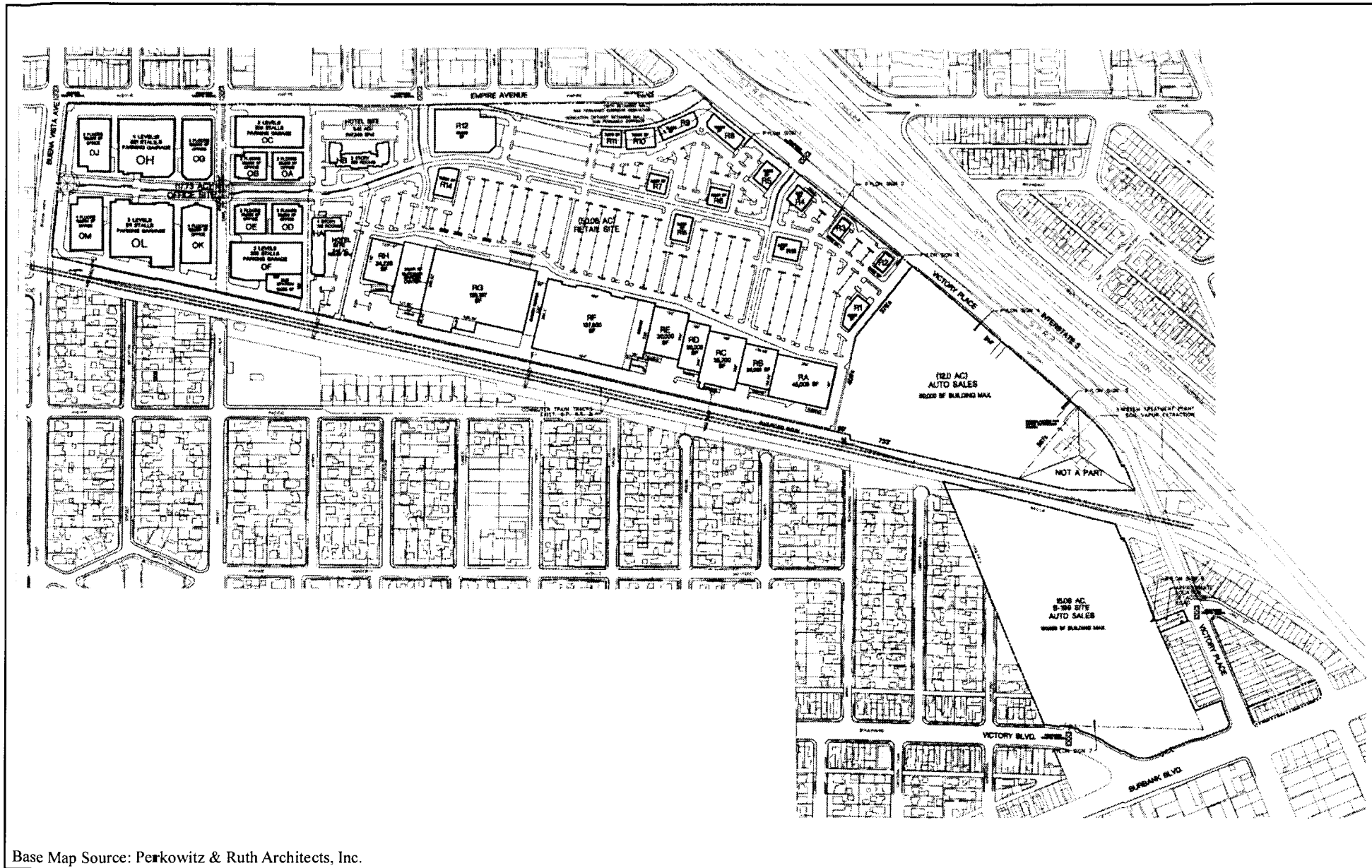
Detailed Site Plan - Development Option A



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Figure 3.3.3

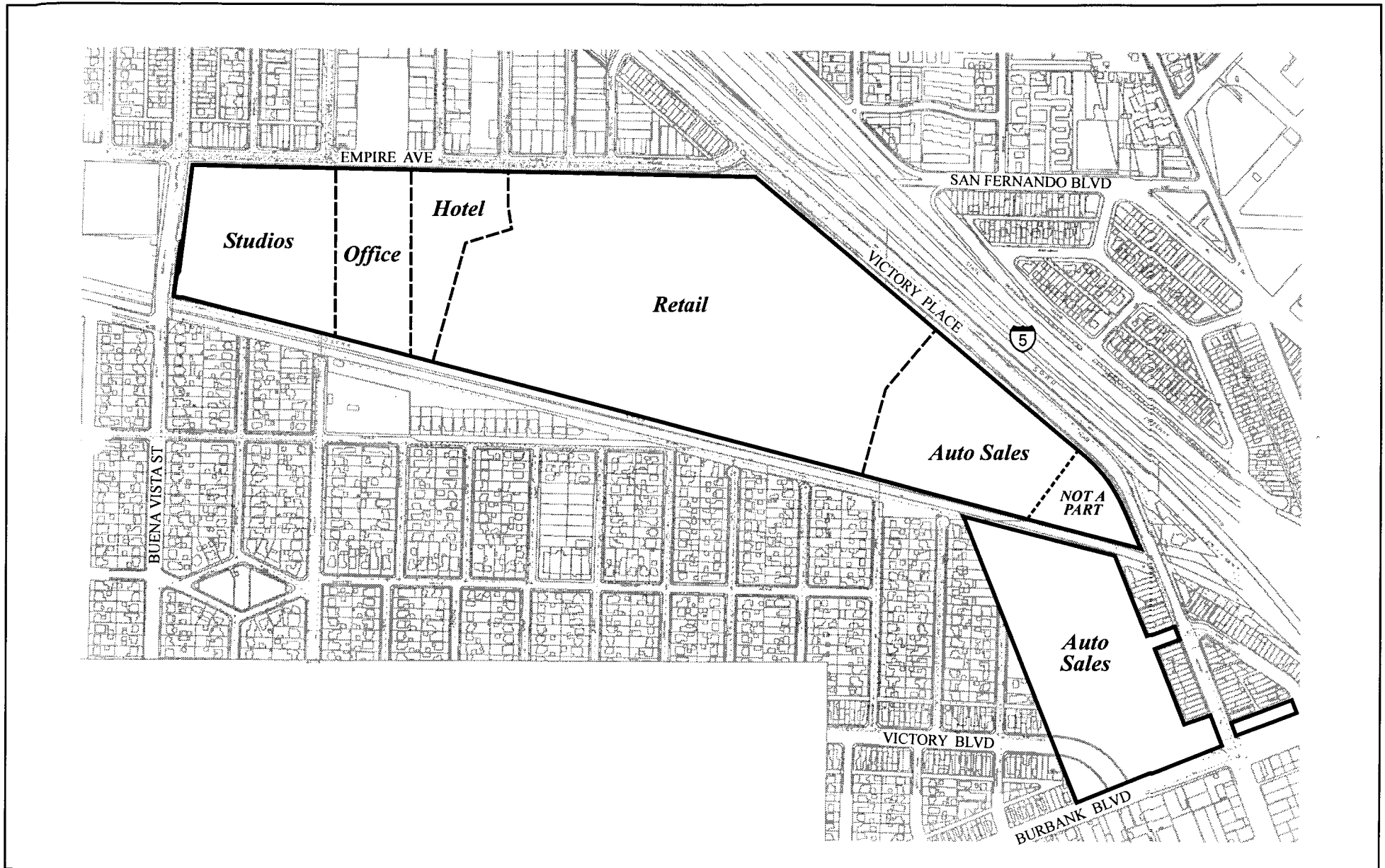




Base Map Source: Pearkowitz & Ruth Architects, Inc.

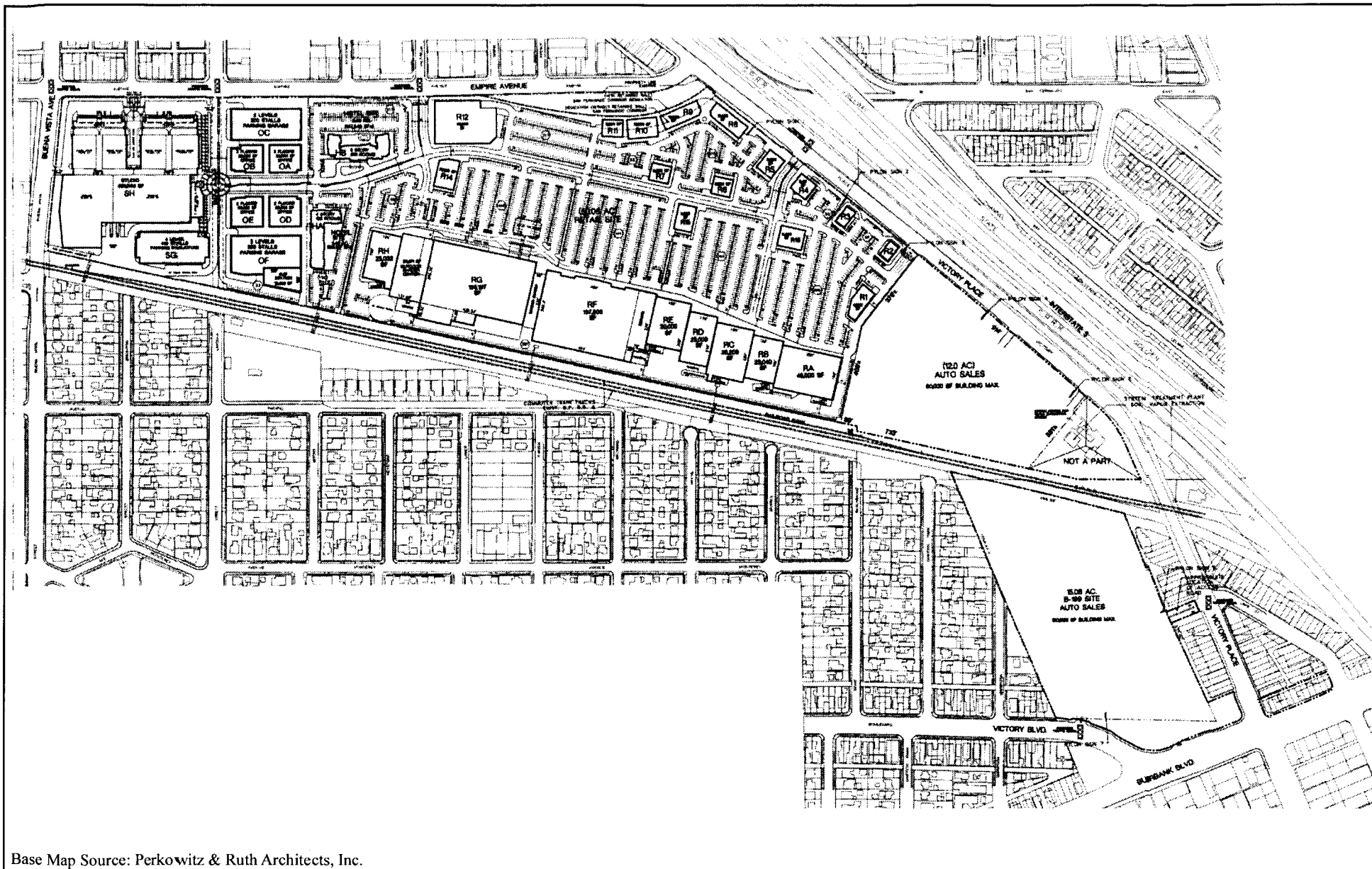
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Figure 3.3.4



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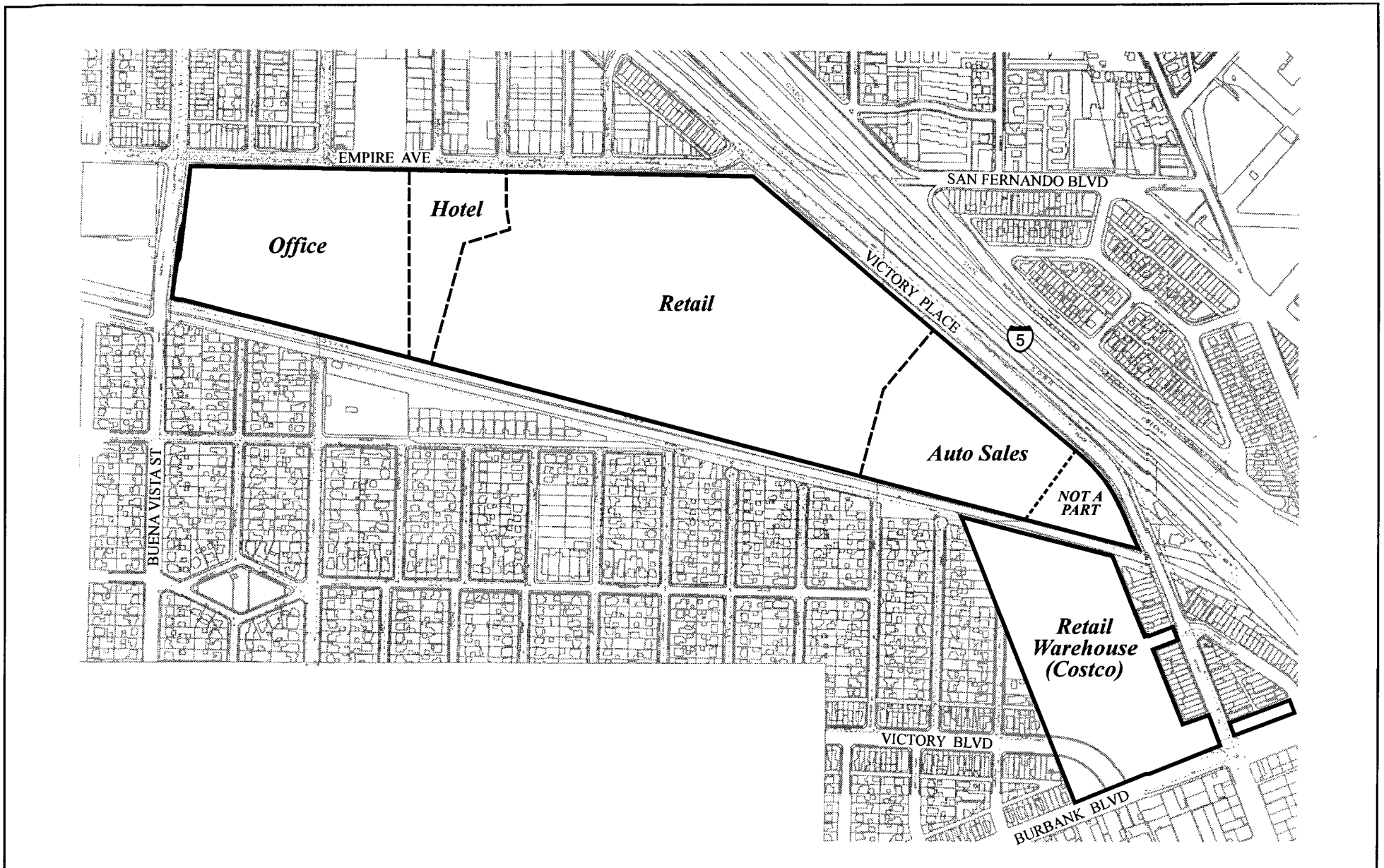
Figure 3.3.5



Base Map Source: Perkowitz & Ruth Architects, Inc.

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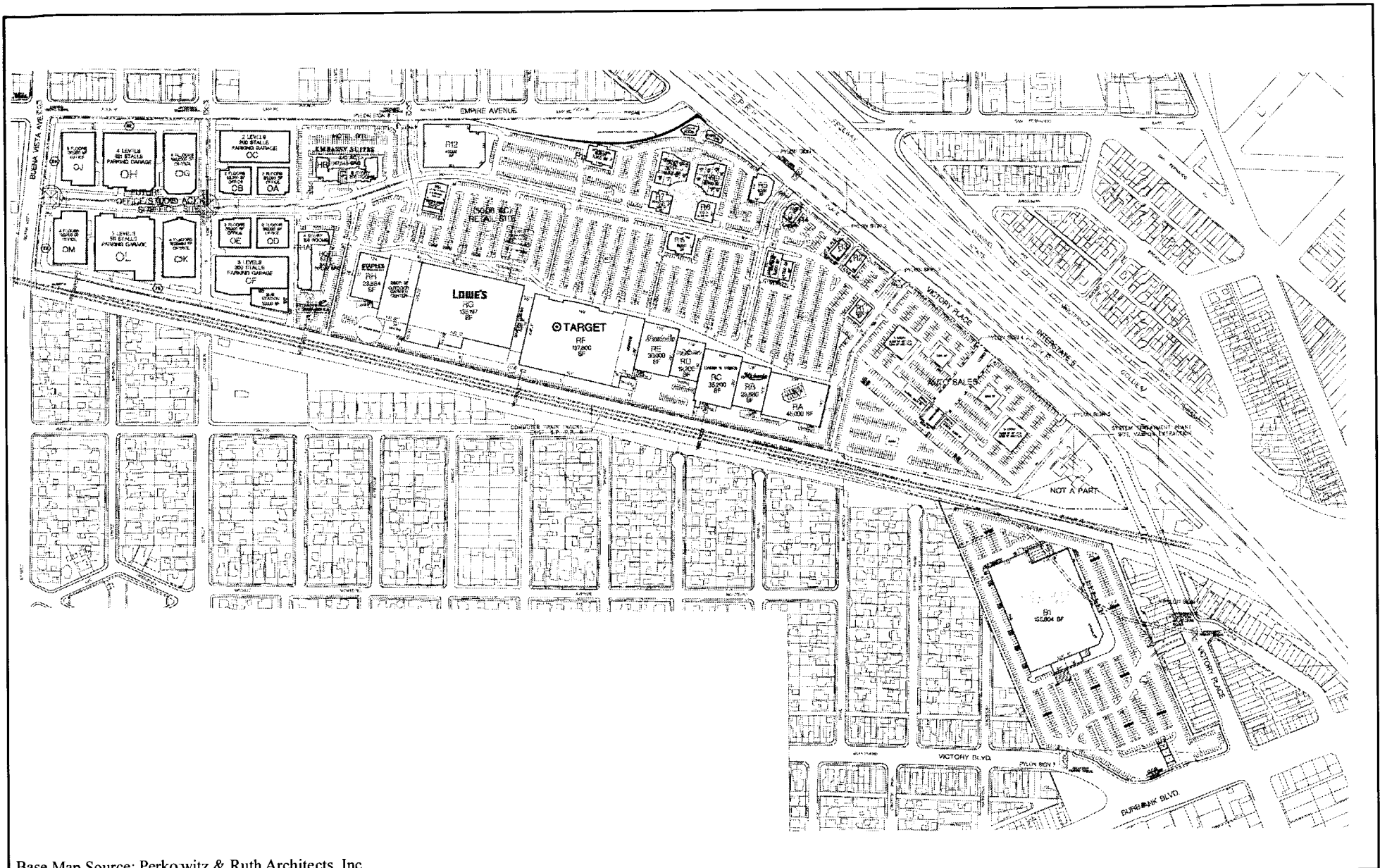
Figure 3.3.6



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Figure 3.3.7





Base Map Source: Perko witz & Ruth Architects, Inc.

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Figure 3.3.8



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Detailed Site Plan - Development Option D1-C

1. Vapor barriers (composed of 60 mil thick HDPE with four inch thick sand beds) and associated vent piping (composed of four inch diameter HDPE vent pipe with perforations at a minimum of five percent of the open area placed in vent trenches a minimum 12 inches wide by 12 inches deep) will be placed on top of the locations of soil gas vapor probes SG101 and SG103, prior to slab on grade or pavement construction. The dimensions of these vapor barriers will be 8,250 sf. The vapor barrier placed on top of SG101 will conform to the building footprint identified as R-11 on development option D1-C. The vapor barrier placed on top of SG103 will be rectangular in shape, with SG103 located at the center of the vapor barrier.
2. The vapor extraction system (VES) currently operating on the property is anticipated to continue to operate while the Los Angeles Regional Water Quality Control Board (LARWQCB) is petitioned for closure by Lockheed Martin Corporation. The VES will remain in operable condition until closure is granted by the LARWQCB.
3. Site access will be granted from the buyer (Zelman Retail Partners) in favor of the seller (Lockheed Martin) for maintenance of the VES while operational, as required by the LARWQCB. An easement agreement, or equivalent legal mechanism, will maintain Lockheed Martin's right for site access for maintenance of the VES equipment.

On-site and off-site infrastructure improvements are a part of the proposed project. These improvements are described in Section 3.5, and will be constructed concurrent with the development project.

There are several discretionary actions requested of the City to allow development of the proposed Development Plan. Each of these components is discussed in detail below.

3.3.1 General Plan Amendment

Currently, the B-1 and B-199 portions of the project site are designated as "Industrial" (General Manufacturing) in the Land Use Element of the General Plan. The proposed project is inconsistent with this designation, and an amendment to the General Plan is required to accommodate the proposed commercial, entertainment and office center. General Plan Amendment 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" land use category. Proposed allowable uses within the "Commercial" designation consist of professional office, entertainment, hotel, retail sales and related service uses, automobile sales and service, car washes, gasoline sales, home improvement sales center, family entertainment, and family recreational uses, as well as those retail uses outlined and permitted in the Burbank Municipal Code C-4 Commercial Unlimited Business Zone.

3.3.2 Zone Change to Planned Development No. 97-3

The B-1 and B-199 portion of the project site and the parcels fronting on Victory Place are currently zoned M-2 (Industrial); the parcels fronting on Burbank Boulevard and Victory Boulevard are zoned C-3 (Commercial General Business). The proposed project

is inconsistent with the allowable uses within the existing zoning designation, and a zone change is required to accommodate proposed development on the project site. A zone change to Planned Development No. 97-3 (PD No. 97-3) has been applied for by the applicant requesting redesignation of the project site from M-2 and C-3 to a new zoning category, the Planned Development (PD) category, allowing all uses permitted in the C-4 "Commercial Unlimited Business" zone including general and media industry, office, and studio facilities, professional office, hotel, retail sales and related service uses, home improvement sales center, automobile sales, car washes, gasoline sales, family entertainment, and family recreational uses. Conditional uses typically are ancillary to the permitted uses, and might include, for example, alcohol sales associated with a restaurant, drive through service lanes associated with a fast-food restaurant, and car washes. Conditional uses have been identified by the applicant.

Specific uses proposed by the project applicant, as reflected in the site plans and development proposals included in the Planned Development Application (available for public review in the offices of the City of Burbank Community Development Department, attention Mr. Roger Baker), include: supermarket, drugstore, discount and junior department store, a retail warehouse store (Costco), restaurant, general retail, home improvement, home electronics sales, home improvement sales, sporting goods, family entertainment, office, hotel, studios, and parking, gas stations, car washes, and all other uses permitted in the Burbank Municipal Code Division 4 (C-4) Commercial Unlimited Business Zone.

Planned Development Application

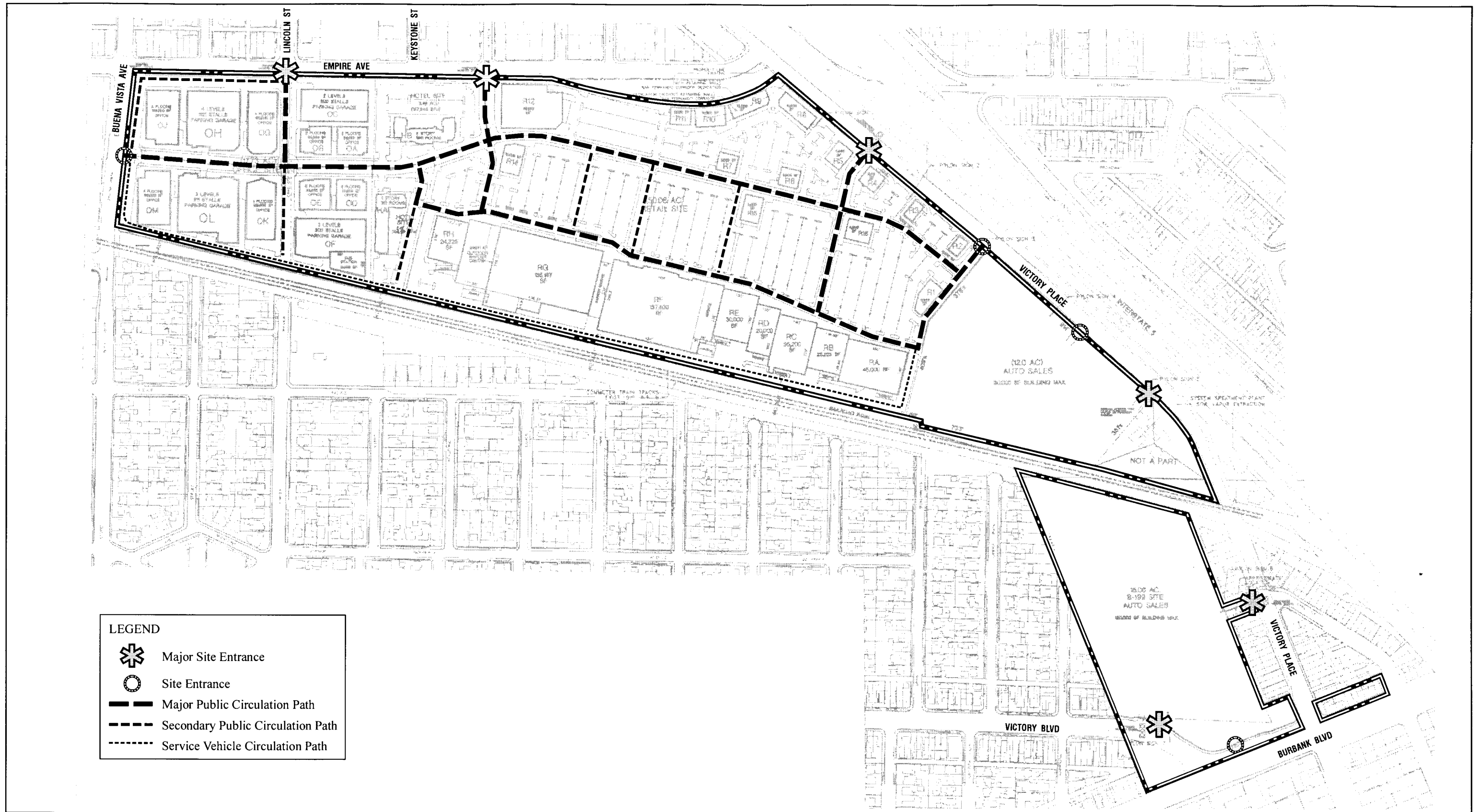
A Planned Development approval is requested by the project proponent to provide the land use regulatory framework for the project, as well as to illustrate the overall development concept and distribution of land uses within the proposed Burbank Empire Center project. The Planned Development is under review by the City, and is the primary development plan document describing the project reviewed in the EIR. The Planned Development application is a comprehensive planning document containing land use development policies, conditional uses, and development standards necessary for proposed project design and City review of the proposed project and design details, leading toward City approval of development permits for development of the property.

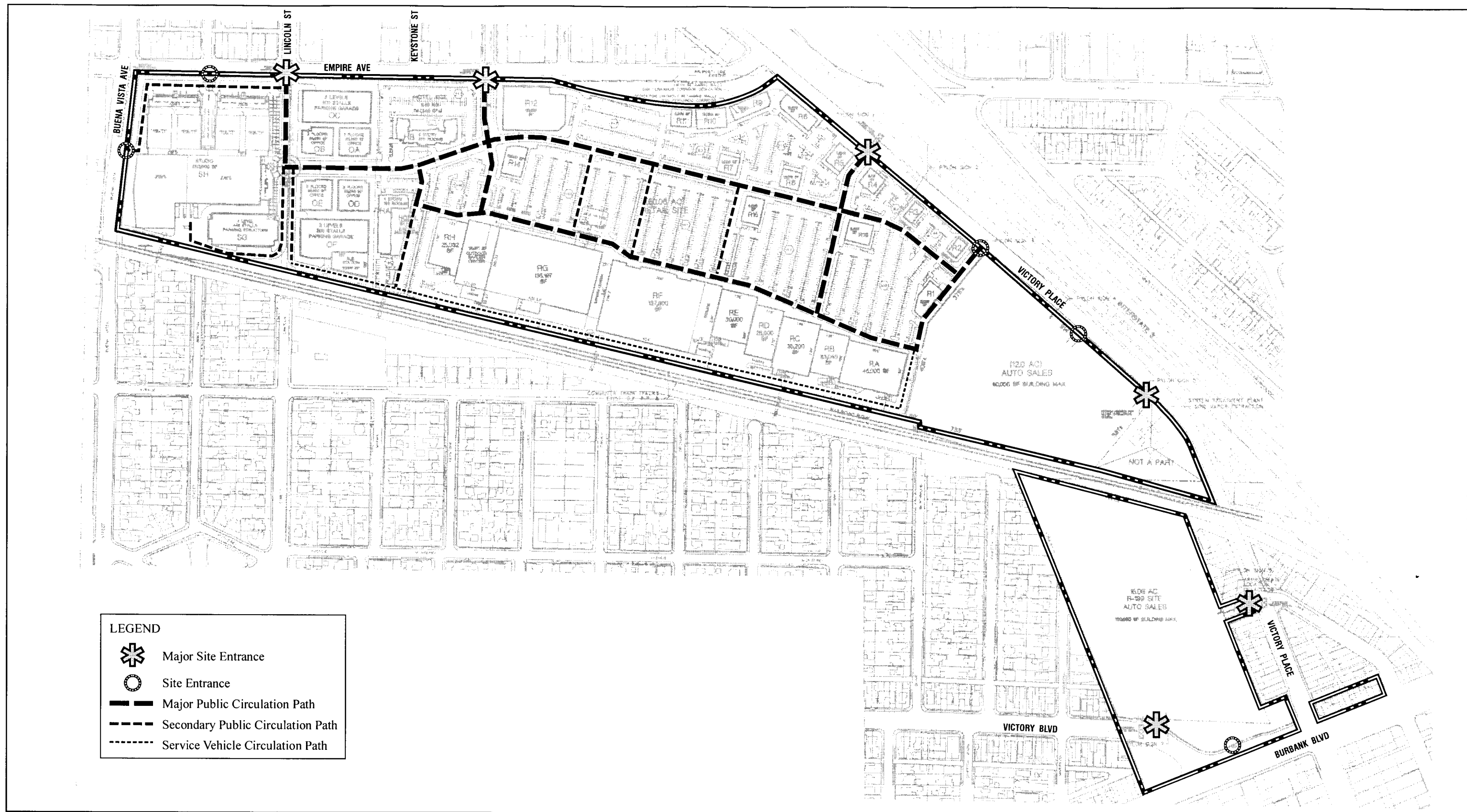
The land use concepts for the proposed project site divides the project area into planning areas, as illustrated in the site plans in Figures 3.3.1 through 3.3.8. Vehicular access to the project site is proposed from Victory Boulevard, Victory Place, Burbank Boulevard, Empire Avenue, and Buena Vista Street. Circulation within the proposed planning areas will occur through a network of driveways, drive aisles and pedestrian sidewalks, which provide for movement of vehicles and people within the project site. Detailed site plans for each development option shows proposed structures and vehicle circulation, and are represented in Figures 3.3.9, 3.3.10, 3.3.11, and 3.3.12 for each option, respectively. Refinements to the proposed development plan will occur as phases of the proposed project are submitted for City review.

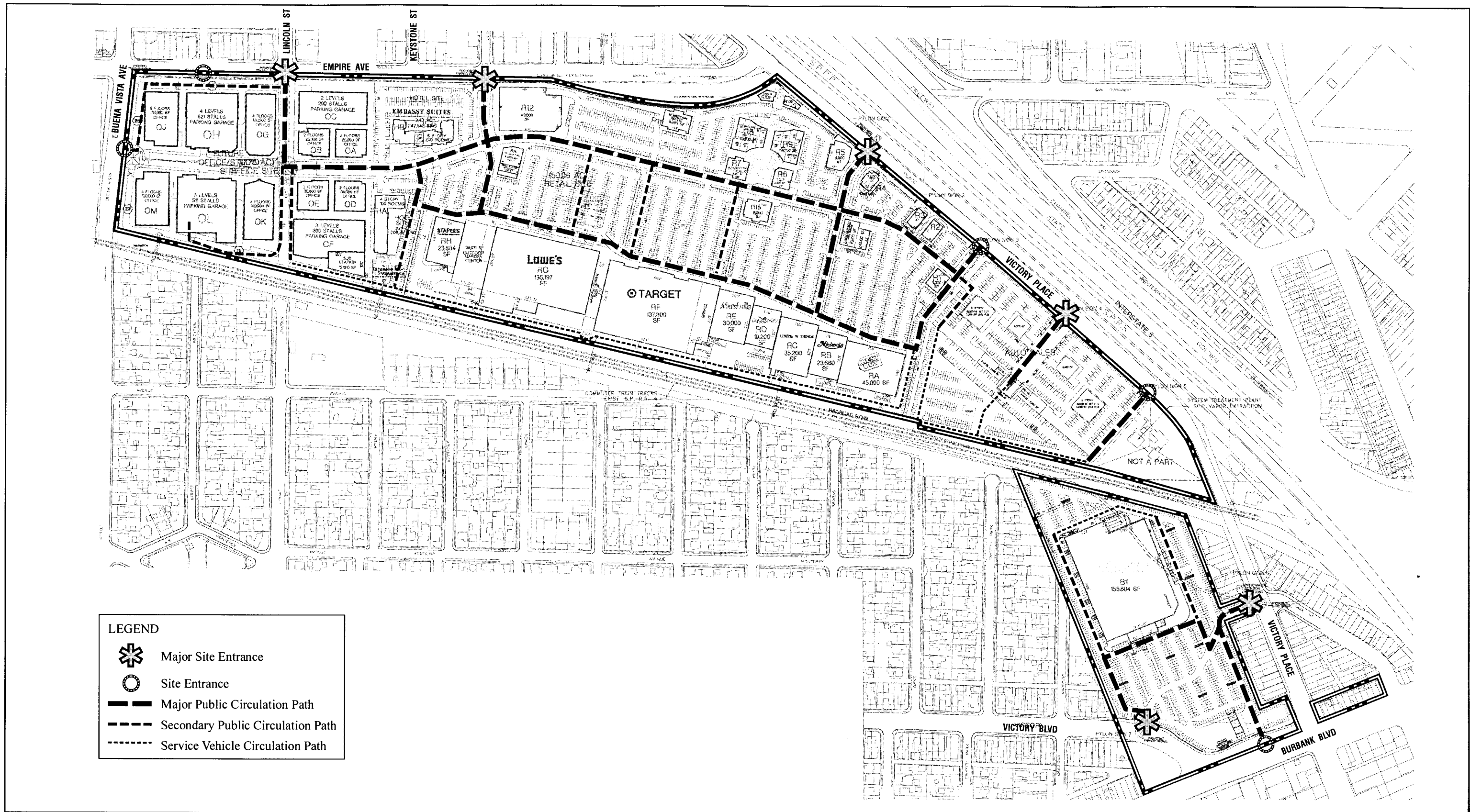
Deviations from Standard Commercial (C-4) Requirements

Included in PD No. 97-3 are requests by the project proponent to allow the following exceptions to the City of Burbank Zoning Code:

- C *Exceedance of structure height standards for the office portion of the project site.* The proposed office buildings are 70 feet in height adjacent to the R-1 residential uses, and up to 100 feet in height if located 500 feet or more from R-1 zone residential properties. Burbank Municipal Code height standards allow up to 70 feet maximum building height at a distance of 300 feet or greater from R-1 residentially zoned property. Heights in excess of 70 feet are only allowed via approval of a Conditional Use Permit.
- C *Exceedance of height standards for pylon signage along Victory Place, above the 25 foot maximum allowed by code.*
- C *Exceedance of the signage maximum square footage allowed.* As part of the Planned Development regulations, a Master Sign Program will be prepared and adopted, the provisions of which will allow signage exceeding the maximum square footage currently allowed per building frontage. Proposed signage is as follows:
 - C 4 multi-tenant pylon signs with 5 tenant signs each (one sign not to exceed 100 feet in height and three at 80 feet in height).
 - C 1 multi-tenant freeway reader board pylon sign, not to exceed 80 feet in height.
 - C 2 multi-tenant pylon signs for B-199 site, not to exceed 60 feet in height and 40 feet in height, respectively.
 - C 1 multi-tenant pylon sign for the hotels, not to exceed 60 feet in height.
 - C Each tenant to be allowed 1.5 s.f. of sign area for each lineal foot of building frontage to which the sign is attached.
 - C Freestanding sign to be allowed up to a maximum of 800 s.f. of sign area per side.
 - C Additional ground signs identifying the business may be provided per code, not to exceed 100 s.f. in area and 10 feet in height.
- *Allowance for an electronically lighted reader board sign fronting on Victoria Place, conforming to Caltrans requirements.*







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Figure 3.3.12



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Scale in Feet

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Circulation Plan
Development Option D1-C

Authorization of Specific Uses that Are Conditional Uses Within the C-4 Commercial Zone

Conditional uses are typically ancillary to permitted uses, and might include, for example, alcohol sales associated with a restaurant or drive-through service lanes associated with a fast-food restaurant. No conditional uses have been specifically located at any particular structure by the applicant.

The applicant has included a request for consideration of the following conditional uses to be allowed outright within PD No. 97-3:

- C Conditional use provision to serve alcohol at up to seven restaurants.
- C Conditional use provision to sell packaged alcohol at up to six retail establishments.
- C Conditional use provision for up to six drive through fast food restaurants, three operating 24 hours a day.
- C Conditional use provision for up to four additional non-restaurant drive through uses.
- C Conditional use provision for shared parking between the various on-site land uses.
- C Conditional use provision for car wash as ancillary to auto sales and a free-standing car wash.
- Conditional use provision for automobile service stations (permitted use in M-1).

Development Agreement

A Development Agreement is proposed to address the following topics: 1) permitted and conditional uses; 2) density and intensity of uses; 3) location of uses; 4) provision for public improvements; 5) property development and public improvement standards via adoption of PD No. 97-3; and 6) City and Redevelopment Agency participation in funding improvements, both on-site and off-site, requested for implementation of the proposed project. The Development Agreement is part of the Planned Development process, and will ensure development rights to the developer for a specified period into the future subject to the conditions of approval required by the City on the Parcel Map and development standards stipulated in PD No. 97-3. The Development Agreement also specifies all major on-site required improvements, timing, phasing of development, infrastructure, roadway improvement schedules, and proportionate developer and City responsibility and timing of off-site improvements. Details of the Development Agreement are as follows:

3.3.3 Parcel Map No. 24941

The project proponent requests approval of Parcel Map No. 24941, which would subdivide the proposed project site into development parcels. A copy of the proposed Parcel Map is on file at the City.

3.3.4 Off-Site Property Acquisition, Possible City Condemnation, Utility Relocations and Street Vacations

As part of the proposed project, off-site property acquisition, possible condemnation for roadway improvements and site access, utility relocation, and street vacation of a portion of Victory Boulevard are requested for project access and traffic mitigation improvements at the intersection of Victory Boulevard and Burbank Boulevard. This would include City abandonment of excess roadway right-of-way and easements.

3.3.5 National Pollutant Discharge Elimination System (NPDES) Permit and Other Ministerial Permits

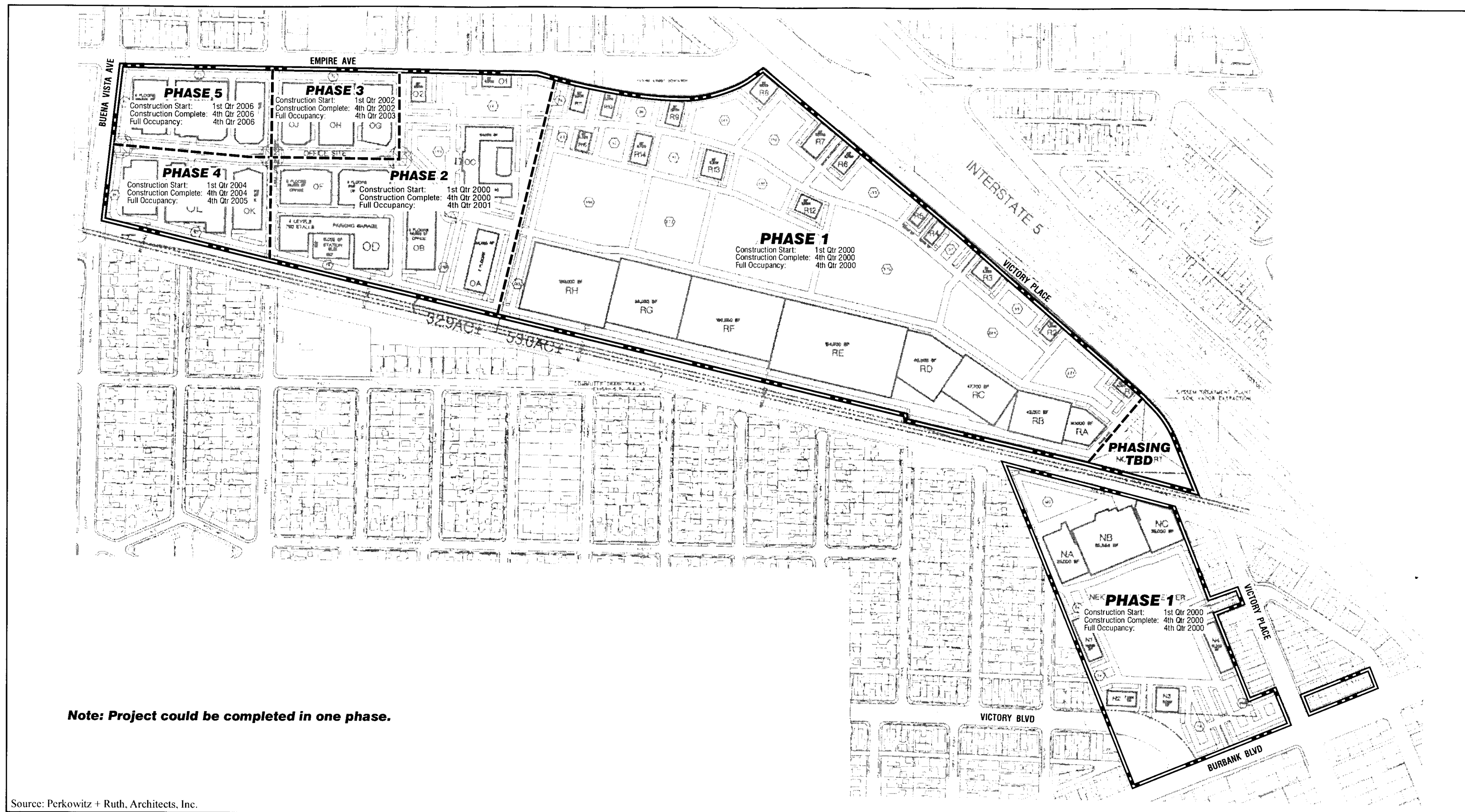
Other permits and approvals that may be required from State and federal agencies or other governmental entity to implement the project include a NPDES Permit issued by the Los Angeles Regional Water Quality Control Board. Ancillary ministerial permits/approvals such as grading permits, building permits, and street work permits would be issued by the City. City acquisition of property to accomplish certain traffic improvements may be required.

3.4 IMPLEMENTATION/PHASING

Project construction phasing is anticipated to occur as a continuous process, targeted to end in 2003. Project construction coordination phasing is to be in one phase broken into five parts, as shown in Figures 3.4.1, 3.4.2, 3.4.3, and 3.4.4 for each development option under review. (Note: all phases could be constructed simultaneously.)

3.5 ON-SITE AND OFF-SITE INFRASTRUCTURE

An on-site infrastructure system (which will be privately owned and maintained by the property owners) fully independent from municipal systems, but connected to municipal systems, will be constructed on the site. The proposed electrical substation will be developed as part of the project and will be owned by the City of Burbank. Connection to City utilities, the County drainage system, the treated water system and other public utilities will be required at the boundaries of the property.



Note: Project could be completed in one phase.

Source: Perkowitz + Ruth, Architects, Inc.

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LSA Scale in Feet
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Figure 3.4.1

Phasing Plan
Development Option A

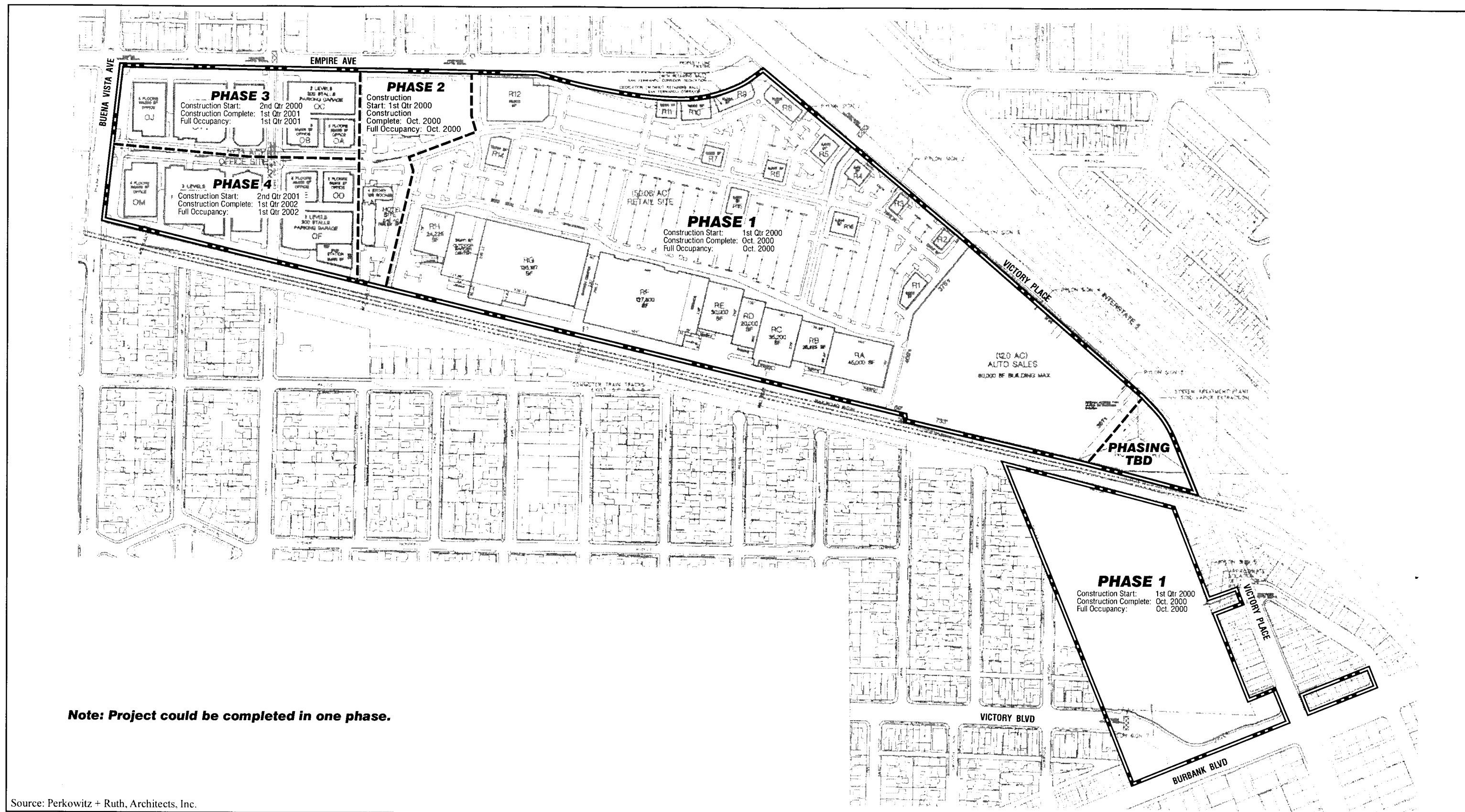
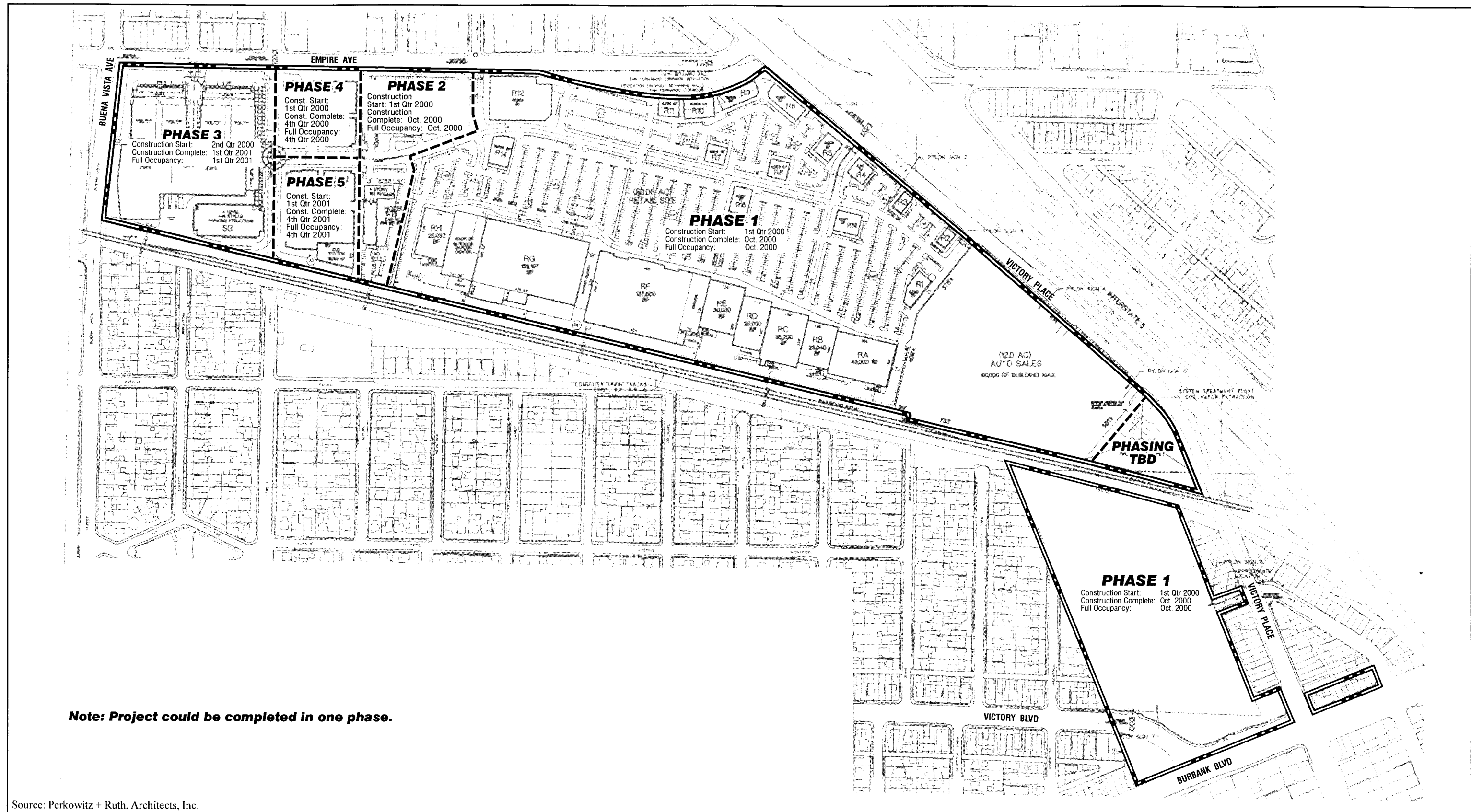


Figure 3.4.2





Source: Perkowitz + Ruth, Architects, Inc.

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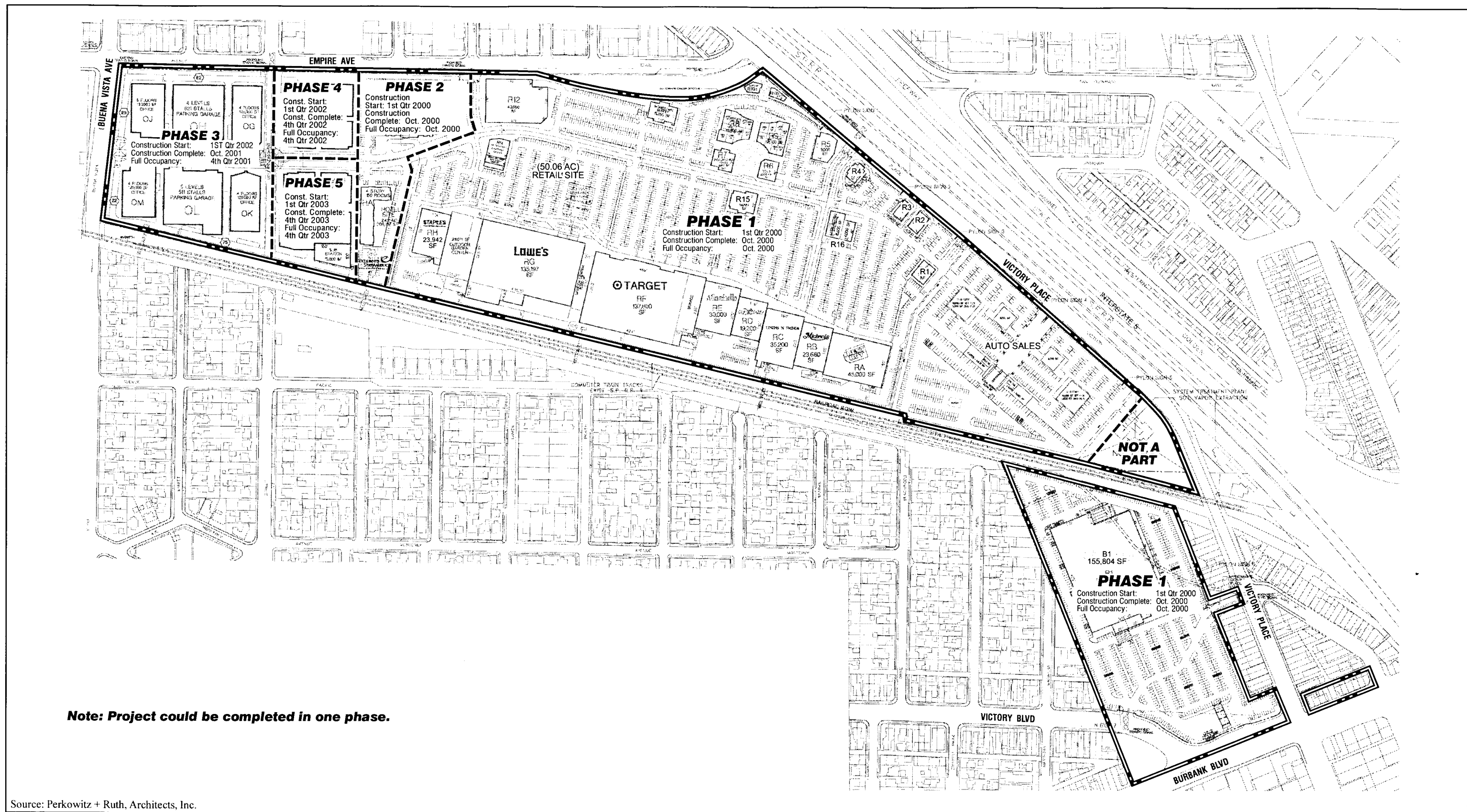


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Figure 3.4.3

Phasing Plan
Development Option D1-B



Source: Perkowitz + Ruth, Architects, Inc.

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Scale in Feet
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Figure 3.4.4

Phasing Plan
Development Option D1-C

The various projects to be carried out through PD No. 97-3 will necessitate improvements to off-site and on-site sewerage, water, electrical, and natural gas services to handle increased on-site demand. Key components of this program include: 1) possible relocation or reconfiguration or partial covering (B-199 site) of the Lockheed drainage channel, 2) construction of an electrical substation at the northwest section of the parcel, and 3) various other off-site and on-site improvements that are related to the construction and distribution of utilities and that must be installed, such as street lighting, reclaimed water system, potable water system, sewerage system, curb and gutter street improvements, drainage connections and miscellaneous service connections, such as fiber optic and/or communications system cabling.

A backbone infrastructure plan has been developed to serve the proposed uses. Infrastructure plans and connections to off-site utilities for each development option under review are provided in Sections 4.4 and 4.5. The utility connection points on the B-199 site are proposed at existing Victory Boulevard.¹

3.6 RELATED PROJECT - INTERSTATE 5/EMPIRE AVENUE ACCESS IMPROVEMENTS

In 1991, the City of Burbank, during the development of the Golden State Framework Plan and related EIR, first identified the need for improved access and egress to the Interstate 5 (I-5) freeway at Empire Avenue. Subsequently, the Burbank-Glendale-Pasadena Airport Authority identified the need for improved access to I-5 at Empire Avenue through the EIR/EIS for the proposed new airport passenger terminal. The project is included in the City's Capital Improvement Program and Draft Transportation Element Update.

In March, 1999, the California Department of Transportation (Caltrans) approved a Project Study Report evaluating the Empire Avenue freeway access improvements to I-5. The project will extend Empire Avenue beneath I-5, the Southern California Regional Rail Authority (SCRRA) Metrolink track, and Victory Place to reach northbound San Fernando Boulevard. The project is currently in Caltrans' Project Report/Environmental Documentation (PR/ED) phase, initiated in October, 1999. Based on current information, milestones for the project development are as listed below:

Milestone	Completion Date
Begin PR/ED	October, 1999
Approved PR/ED	February, 2001
ROW Certification	June, 2003
PS&E	August, 2003
Ready to List	December, 2003
Complete Construction	December, 2006

¹ Letter from Larry Gates, Principal, Development Resource Consultants (DRC, formerly Leads Engineering), June 8, 1998.

3.7 PROJECT OBJECTIVES

Pursuant to Section 15124 of the CEQA Guidelines, the description of the proposed project shall contain a statement of the objectives sought by the proposed project.

The project objectives for the Burbank Empire Center project are as follows:

- C Enhance the economic vitality of the City of Burbank and provide the City of Burbank with property tax, sales tax, and other revenue opportunities.
- C Minimize impacts to the environment through sensitive land use planning and implementation of comprehensive site development standards.
- C Develop a master plan for development to be included in PD No. 97-3 that is thematically coherent and presents aesthetically pleasing architecture, landscaping, materials, and signage.
- C Maintain low building profiles in areas closest to adjacent residential neighborhoods.
- C Provide a land use plan that is sensitive to, and compatible with, adjacent residential uses.
- C Maximize compatibility between allowed uses on the project site and adjacent land uses.
- C Allow for the transition of the site from vacant property to new uses that can provide jobs and economic activity to promote economic revitalization and growth in conjunction with the goals, programs, and policies included in the City of Burbank General Plan and the Golden State Redevelopment Project Area Plan.
- C Provide for the master planned development of the currently vacant approximately 101 acre former Lockheed B-1 and B-199 manufacturing sites and additional approximately 2 acres of several parcels fronting on Victory Boulevard, Victory Place, and Burbank Boulevard with a mix of non-residential uses, potentially including commercial, retail, hotel, auto dealership, studio, and office uses.
- C Provide an economical reuse of this important parcel while mitigating traffic impacts, especially at the Five Points intersection.

3.8 INTENDED USES OF THE EIR/PROJECT APPROVALS

The purpose of this EIR is to analyze the proposed development and activities described in Section 3.0, and is intended to apply to all listed project approvals as well as to any other approvals necessary or desirable to implement the project.

This EIR is intended to inform decision makers and the public of the environmental effects of implementing the proposed project, and of the alternatives available that lessen

or avoid significant impacts. This EIR analyzes and documents the impacts of the proposed Burbank Empire Center project and all discretionary and ministerial actions associated with the project. The City of Burbank, as Lead Agency, will use this EIR in assessing the effects of the City actions detailed above.

The project proponent must also obtain a storm water runoff permit as required by the Regional Water Quality Control Board under regulations promulgated by the U.S. Environmental Protection Agency (EPA). These regulations require that a National Pollution Discharge Elimination System (NPDES) permit be obtained for construction activities on any site of five or more acres. As a result, an NPDES permit will be required for the construction of the project.

Table 3.7.A identifies Responsible Agencies that may use this EIR when making future discretionary actions related to the project. Section 15381 of the CEQA Guidelines defines Responsible Agencies as public agencies other than the Lead Agency that will have discretionary approval power over the “project,” as defined under CEQA.

Table 3.7.A - Future Actions

Lead Agency	Action
1. City of Burbank	Property acquisition and vacation of public right-of-way for realignment of Victory Boulevard.
2. City of Burbank	Utility relocation on the project site and within the area of the proposed reconfiguration of the Victory Boulevard and Burbank Boulevard intersection.
Responsible Agency	Action
3. Los Angeles County Flood Control District	The modification of the Lockheed Channel
4. Caltrans	Landscape treatment within Caltrans right-of-way and I-5/Empire Avenue improvements
5. Regional Water Quality Control Board	The project proponent must also obtain a storm water runoff (NPDES) permit

3.9 DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the CEQA Guidelines permits an EIR to incorporate by reference documents that provide relevant data. The documents outlined in this section are hereby incorporated by reference, and the pertinent material is summarized throughout this EIR, where information is relevant to the analysis of impact of the proposed project. All documents incorporated by reference are available for review at the City of Burbank, Community Development Department, 275 E. Olive Avenue, Burbank, CA 91502.

- C *Burbank-Glendale-Pasadena Airport Land Acquisition and Replacement Terminal Project Final Environmental Impact Statement.* Prepared by the U.S. Department of Transportation Federal Aviation Administration, September, 1995.
- C *Final Environmental Impact Report for the proposed Lockheed Soil Vapor Extraction System,* SCH No. 95061010. December, 1995.
- C *City of Burbank Redevelopment Plan for the Golden State Redevelopment Project.* December, 1970. Amended January, 1973.